

Kern Bridge Repair Project

State Route 119 and 99 in Kern County
06-KER-119/99-Post Mile 4.41,4.65/26.78
Project Number 06-2000-0068

**Initial Study
with Proposed Mitigated Negative Declaration**

Volume 1 of 2



Prepared by the
State of California Department of Transportation

January 2023



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Kern County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, the Beale Memorial Library at 701 Truxtun Avenue, Bakersfield, California 93301 and the Taft Library at 27 Cougar Court, Taft, California 93268, and online at <https://dot.ca.gov/caltrans-near-me/district-6>.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: G. William "Trais" Norris III, District 6 Environmental Division, California Department of Transportation, 2015 East Shields Avenue, Suite 100, Fresno, California 93726. Submit comments via email to: trais.norris@dot.ca.gov.
- Submit comments by the deadline: June 22, 2023.

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: G. William "Trais" Norris III, District 6 Environmental Division, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; 209-601-3521 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

Bridge abutment and footing repair on State Route 119/99
at post miles 4.41 and 4.65/26.78 in Kern County

**INITIAL STUDY
with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission

G. William "Trais" Norris, AIA
for Philip Vallejo
Deputy District Director, Environmental D06
California Department of Transportation
CEQA Lead Agency

1/31/2023

Date

The following individual can be contacted for more information about this document:

G. William "Trais" Norris III, District 6 Environmental Division, California Department of Transportation; 2015 East Shields Avenue, Suite 100, Fresno, California 93726; phone 209-601-3521



DRAFT

Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 06-KER-119 and 99 -Post Mile 4.41 and 4.65/26.78

EA/Project Number: 06-1A550/0620000068

Project Description

The California Department of Transportation (Caltrans) proposes to repair two bridges along State Route 119 and one overpassing bridge to State Route 99 in Kern County. Broad Creek Bridge (post mile 4.65) and Weed Creek Bridge (post mile 4.41) are located on State Route 119 and Airport Dr. Bridge (post mile 26.78 is on the southbound on-ramp to State Route 99. Repairment of bridges will consist of removing unsound concrete from the bridge footings, replacing timber caps on abutments and removing/replacing decayed timber abutments.

Determination

An Initial Study has been prepared by Caltrans, District 6. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

An Incidental Take Permit is expected for the San Joaquin (Nelson's) antelope squirrel. Mitigation measures proposed for impacts to the San Joaquin (Nelson's) antelope squirrel may include:

- Compensation for loss of habitat will be obtained through the purchase of credits from a mitigation bank, preservation of habitat, or enhancement or restoration of habitat per coordination with the California Department of Fish and Wildlife.

Phillip Vallejo
Environmental Office Chief, District 6
California Department of Transportation

Date

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to repair two bridges along State Route 119 and one overpassing bridge to State Route 99 in Kern County. Broad Creek Bridge (post mile 4.65) and Weed Creek Bridge (post mile 4.41) are located on State Route 119 and Airport Drive Bridge (post mile 26.78) is on the southbound on-ramp to State Route 99. Repairment of bridges will consist of removing unsound concrete from the bridge footings, replacing timber caps on abutments, and removing/replacing decayed timber abutments.

The preliminary estimated construction cost of the project is \$250,000. The project is to be funded from the 2020 State Highway Operation and Protection Program's Pavement Preservation Program in the 2022/2023 fiscal year.

Construction is scheduled to begin in April 2023 and would take 90 working days to complete. Under the current scope of the project night work and road closures are planned for this project.

1.2 Purpose and Need

The purpose and need sections discuss the reasons for the project and justify its development.

1.2.1 Purpose

The purpose of this project is to repair and maintain the bridge structures on State Route 99 at Post Mile 26.78 (Airport Drive. Bridge) and State Route 119 at Post Mile 4.41 (Weed Creek) and Post Mile 4.65 (Broad Creek) in Kern County.

1.2.2 Need

Replacing and repairing the bridge structures is necessary to maintain the operational integrity of State Route 119 and State Route 99. Weed Creek and Broad Creek are experiencing backfill loss from under the asphalt concrete approach and would need to be replaced and repaired. Replacing and repairing the decayed timber members along the abutments would stop the loss of backfill underneath the structure along with removal of unsound concrete from the footings.

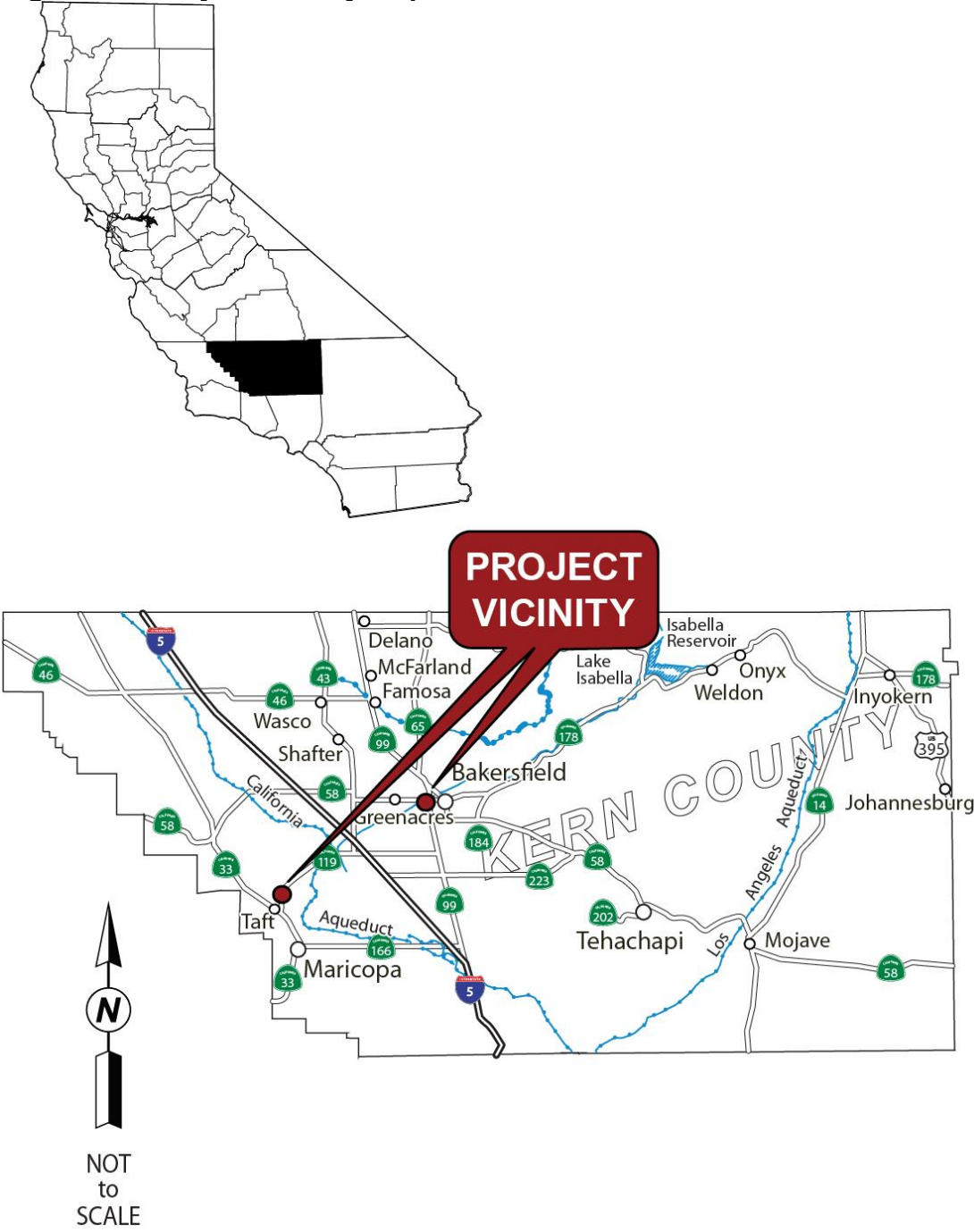
Airport Drive Bridge is experiencing footing erosion at columns 1 and 2 and would need to be repaired. Repairing the unsound concrete footings would protect columns 1 and 2 from further erosion.

1.3 Project Description

This project would repair two bridges along State Route 119 and one overpassing bridge to State Route 99 in Kern County. Broad Creek Bridge (post mile 4.65) and Weed Creek Bridge (post mile 4.41) are located on State Route 119 and Airport Drive Bridge (post mile 26.78) is on the southbound on-ramp to State Route 99. Repairment of bridges will consist of removing unsound concrete from the bridge footings, replacing timber caps on abutments, and removing/replacing decayed timber abutments.

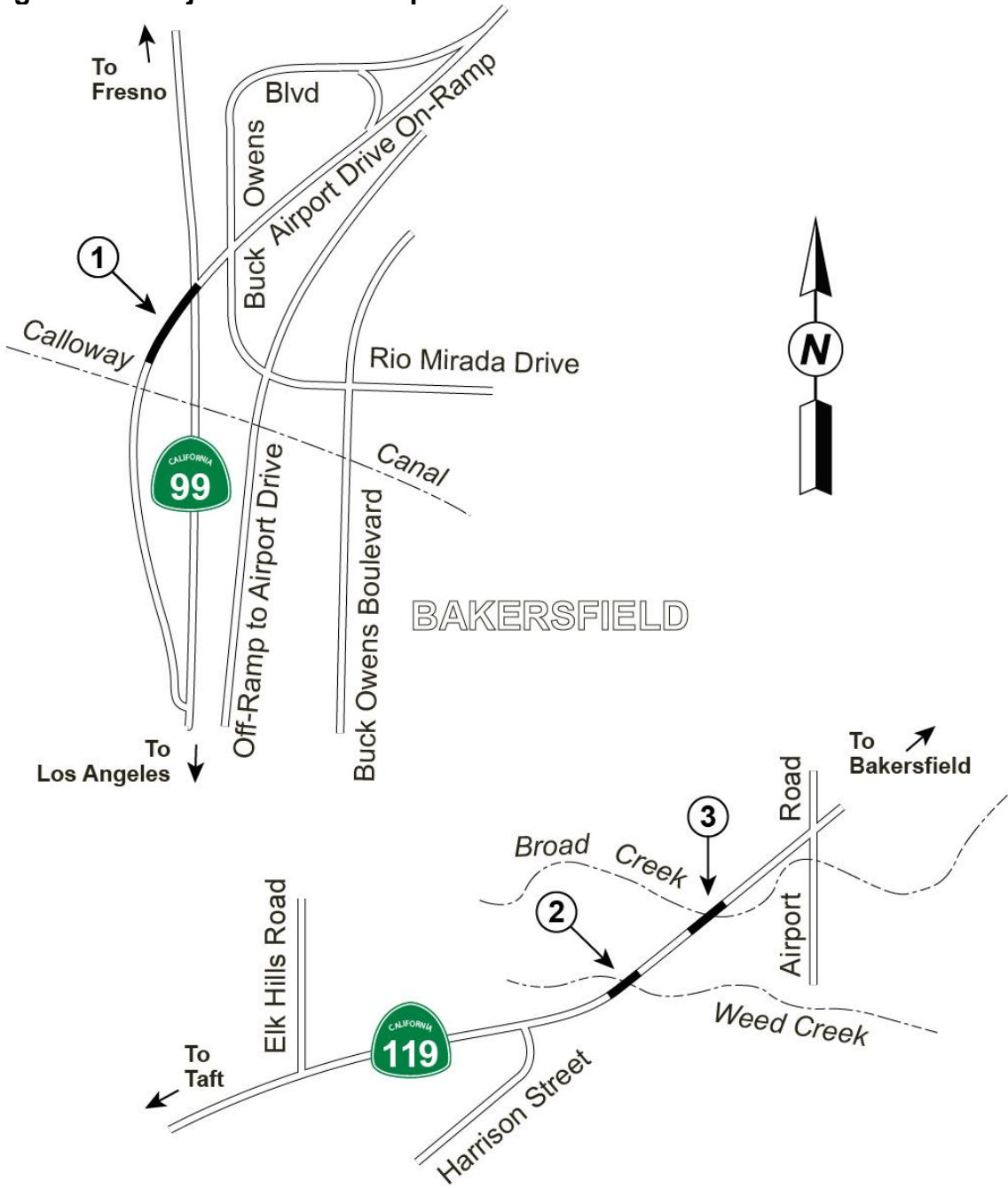
See Figure 1-1 for the project vicinity map and Figure 1-2 for the project location map.

Figure 1-1 Project Vicinity Map



202006-145500_11_10-28-20

Figure 1-2 Project Location Map



LOCATIONS OF CONSTRUCTION						
Location Number	County	Route	Post Mile	Structure Name	Bridge Number	Location Description
①	Kern	99	26.78	Airport Drive on Ramp	50-0266	0.1 Mile North of Calloway Canal
②	Kern	119	4.41	Weed Creek	50-0124	0.6 Miles East of Elk Hills Road
③	Kern	119	4.65	Broad Creek	50-0125	0.3 Miles West of Airport Road

Map Not to Scale

2020/05-1A5500_JL_10-25-20

1.4 Project Alternatives

1.4.1 Build Alternative

The build alternative would restore the three bridge structures to good condition by replacing the decayed timber along the abutments and repairing the unsound concrete footings identified within the project limits.

The project proposes work at 3 locations: Airport Drive Bridge (Bridge Number 50-0266) on State Route 99, Weed Creek Bridge (Bridge #50-0124) on State Route 119, and Broad Creek Bridge (Bridge Number 50-0125) on State Route 119.

Airport Drive Bridge work would remove 3 inches of unsound concrete from the footings of Columns 1 and 2 on Bent 2 to expose the footings rebar. The exposed footing would then be encased and replaced with 5 inches of concrete, covering the rebar of Columns 1 and 2 of Bent 2. A 25-foot tall by 4-foot-wide temporary support will be placed next to Bent 2 (in Calloway Canal) to allow work on Bent 2 footings.

Weed Creek Bridge work would replace 15 timber plates on Abutment 7 between the timber caps and the bottom of the girder. A temporary support would be placed no more than 6 feet from Abutment 7, between Abutment 7 and Bent 6. Bent 2 would then have a new 13-foot treated lumber pile cap installed spanning Columns 2, 3, and 4.

Broad Creek Bridge work would replace the decayed portion of Abutment 7 caps (under Girder 21 and 22) with 2 plates. The lumber blocking at Abutment 1 will have 12 new treated lumber pieces (2 inch by 12 inches by 24 inch) screwed into place to prevent further loss of backfill. The lumber blocking at Abutment 7 would have 20 new treated lumber pieces of the same dimensions screwed into place. Abutment 1 and 7 girders would be cleaned of debris and blocked off with new 2 inch by 12 inch by 24-inch treated lumber and screwed into place.

For all locations, the existing thermoplastic striping will be removed and replaced in kind. No new right-of-way is anticipated; however, construction easements may be needed. Construction work is anticipated to occur at night and require road closures.

1.5 Standard Measures and Best Management Practices Included in Build Alternative

The project may include, but would not be limited to, the following Standard Special Provisions:

- 7-1.02K(6)(j)(iii) Earth Material Containing Lead
- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 14-1.02 Environmentally Sensitive Area: Pertains to environmentally sensitive areas marked on the ground. Do not enter an environmentally sensitive area unless authorized. If breached, notify the resident engineer.
- 14-6.03 Species Protection: Pertains to protecting regulated species and their habitat that occur within or near the job site. Upon discovery of a regulated species, notify the resident engineer.
- 14-6.03B Bird Protection: Pertains to protecting migratory and nongame birds, their occupied nests, and their eggs. Upon discovery of an injured or dead bird or migratory or nongame bird nests that may be adversely affected by construction activities, immediately stop all work and notify the resident engineer. Exclusion devices, nesting-prevention measures, and removing constructed and unoccupied nests may be used.
- 14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery, secure the area, and notify the resident engineer. Do not move paleontological resources or take them from the job site.
- 14-9.02 Air Pollution Control: Comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract.
- 14-11 Hazardous Waste and Contamination: Includes specifications relating to hazardous waste and contamination.
- 14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, provide a water truck or tank on the job site.
- 14-11.12 (also 36-4 and/or 84-9.03B) Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue: Includes specifications for removing, handling, and disposing of yellow thermoplastic and yellow-painted traffic stripe and pavement marking. The residue from the removal of this material is a generated hazardous waste (lead chromate). Removal of existing yellow thermoplastic and yellow-painted traffic stripe and pavement marking exposes workers to health hazards that must be addressed in a Lead Compliance Plan.
- 14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation supporting a Categorical Exclusion determination will be prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	Will be applied for during the design phase of the project.
California Department of Fish and Wildlife	2081 Incidental Take Permit	Will be applied for during the design phase of the project.
U.S. Fish and Wildlife Service	Letter of Concurrence	Letter of concurrence anticipated before the completion of the final environmental document.
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification	Will be applied for during the design phase of the project.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

During the scoping phase of the project, it was determined, based on the type of project, that a Scenic Resources Evaluation did not need to be prepared; therefore, the following determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering that this project would not acquire any new right-of-way, the following determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memorandum dated January 27, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated March 9, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact With Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

a) For details of biological studies, please refer to the Natural Environment Study in Volume 2 (also available upon request—see the last page of this document).

For a list of Federal Endangered Species Act determinations for the project, see Appendix B.

Special-Status Plant Species

The following special-status plant species have the potential to be in the study area, but were not observed and are not expected to be present within the action area (the area that would be directly affected by the project, plus adjacent areas that may be indirectly affected): Bakersfield cactus (Federal Endangered, State Endangered, and California Native Plant Society List 1B.1), California jewelflower (Federal Endangered, State Endangered, and California Native Plant Society List 1B.1), Kern mallow (Federally Endangered, California Native Plant Society List 1B.2), and the San Joaquin woollythread (Federal Endangered and California Native Plant Society List 1B.2).

None of the special-status plant species were observed during the several botanical surveys conducted throughout the growing season. However, these species could potentially be present within the action area.

Non-Listed Plant Species

Although the following species were not observed during botanical surveys, there is a moderate potential for these plants to grow in the project footprint.

Bakersfield smallscale

The Bakersfield smallscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

California screwmoss

The California screwmoss is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Cottony buckwheat

The Cottony buckwheat is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Crownscale

The Crownscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Heartscale

The heartscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Hoover's eriastrum

Hoover's eriastrum is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Lost Hills Crownscale

The Lost Hills Crownscale is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

Mason's Neststraw

The Mason's Neststraw is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Oil Neststraw

The Oil Neststraw is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Recurved larkspur (*Delphinium recurvatum*)

The recurved larkspur is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.2 plant.

San Joaquin bluecurls

The San Joaquin bluecurl is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Tejon Poppy

The Tejon Poppy is considered endangered but is not a listed species. The California Native Plant Society's rare and endangered plant inventory ranks this species as a List 1B.1 plant.

Focused botanical surveys of the biological study area were completed in March 2021 and February 2022. No special-status or non-listed plant species were observed during these surveys. Based on the highly disturbed nature of the biological study area, in addition to Caltrans' routine maintenance activities of the biological study area, it is unlikely for these species to be present in the project impact area.

Special-Status Animal Species

The following special-status animal species have the potential to be in the study area, but were not observed and are not expected to be present within the action area (the area that would be directly affected by the project, plus adjacent areas that may be indirectly affected): blunt-nosed leopard lizard (Federal Endangered and State Endangered), crotch bumble bee (State Endangered), giant kangaroo rat (Federal Endangered and State Endangered), and the San Joaquin kit fox (Federal Endangered and State Threatened).

Protocol-level small mammal trapping was performed within the project impact area in August and September 2021. The blunt-nosed leopard lizard, crotch bumble bee, giant kangaroo rat, San Joaquin kit fox were not observed during these surveys. Based on the highly disturbed nature of the biological study area, in addition to Caltrans' routine maintenance activities of the biological study area, it is unlikely for these species to be present in the project impact area.

Due to the habitat allscale scrub and annual grasslands provide in the biological study area the small mammal trapping resulted in the capture of one state-listed species: San Joaquin (Nelson's) antelope squirrel (State Threatened). 12 were captured, measured, and released.

Non-Listed Animal Species

Although the following species were not observed during surveys, the presence of allscale scrub and annual grasslands within the biological study area provides potential habitat for these non-listed special-status animal species to be present in the project footprint. The American Badger, Bakersfield legless lizard, burrowing owl, California glossy snake, Le Conte's thrasher, San Joaquin coachwhip, swainsons hawk, Tulare grasshopper mouse, and western spadefoot are California Species of Special Concern.

One non-listed special-status species were observed in the biological study area: The short-nosed kangaroo rat.

Short-nosed kangaroo rat

The short-nosed kangaroo rat is a California species of special concern. This species was present during small mammal trapping surveys within the biological study area from August to September 2021. A total of 5 short-nosed kangaroo rats were captured, measured, and released.

c) Waters and Wetlands

All flowlines in the biological study area are intermittent and perennial creeks that run underneath State Route 119 where construction activities are proposed to occur. The Calloway Canal flows under the Airport Drive Bridge and will require work in the waterway. Both receive water from only

precipitation or road runoff. The flowlines end by dissipating as surface flow in agricultural fields, fallow fields, or saltbush habitat.

Environmental Consequences

a) Special-Status and Non-Listed Plant Species

No direct or indirect impacts to special-status and non-listed plant species are anticipated from this project. Work would be confined mostly in the channel underneath the bridge structures. No special-status species are known to be currently occupying areas within or right next to proposed worksites.

Preconstruction species surveys, environmentally sensitive area fencing, and biological monitoring, if necessary, would enable the project to avoid and minimize impacts to special-status species.

Special-Status Animal Species

Potential temporary impacts would occur during soil disturbance, but no permanent impacts are expected to these species or their habitat: blunt-nosed leopard lizard, crotch bumble bee, giant kangaroo rat, and San Joaquin kit fox.

Due to the presence of San Joaquin (Nelson's) antelope squirrel, a Section 2081 incidental take permit from the California Department of Fish and Wildlife is anticipated to be needed. Compensation for loss of habitat would occur through the purchase of credits from a mitigation bank, preservation of habitat, or enhancement or restoration of habitat as identified through coordination with the California Department of Fish and Wildlife.

Work would be confined mostly in the channel underneath the bridge structures. No special-status species are known to be currently occupying areas within or right next to proposed worksites. The most likely impacts would be from construction-related disturbances resulting from noise, vibration, vehicle activity, and the presence of work crews, which could cause animals to be displaced from the work area. Preconstruction species surveys, environmentally sensitive area fencing, and biological monitoring, if necessary, would enable the project to avoid and minimize impacts to special-status species.

Before construction begins, a qualified biologist would conduct a Worker Environmental Awareness Training for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.

Non-Listed Animal Species

No impacts are expected to these non-listed special-status animal species or their habitat: The American Badger, Bakersfield legless lizard, burrowing owl,

California glossy snake, Le Conte's thrasher, San Joaquin coachwhip, swainsons hawk, Tulare grasshopper mouse, and western spadefoot.

Work would be confined mostly in the channel underneath the bridge structures. No non-listed animal species are known to be currently occupying areas within or right next to proposed worksites. The most likely impacts would be from construction-related disturbances resulting from noise, vibration, vehicle activity, and the presence of work crews, which could cause animals to be displaced from the work area. Preconstruction species surveys, environmentally sensitive area fencing, and biological monitoring, if necessary, would enable the project to avoid and minimize impacts to special-status species.

Before construction begins, a qualified biologist would conduct a Worker Environmental Awareness Training for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.

With implementation of the avoidance and minimization measures, no cumulative effects would occur to these special-status species.

c) Waters and Wetlands

No riparian or wetland habitat was present in the biological study area or within the aquatic resource study area. No aquatic animals were observed in the biological study area.

While all flowlines in the biological study area are intermittent and perennial creeks that run underneath State Route 119 where construction activities are proposed to occur, no impacts to these waterways are proposed or anticipated.

Some locations proposed for work under this project are expected to fall under the jurisdiction of the California Department of Fish and Wildlife and the Regional Water Quality Control Board as ephemeral to intermittent natural drainages as Waters of the U.S.

The project would also obtain a 401 Water Quality Certification from the Regional Water Quality Control Board.

The project would obtain a 1602 Lake and Streambed Alteration Agreement because this permit is required for impacts to natural channels, including ephemeral drainages. However, mitigation under a 1602 permit is typically required only for permanent impacts to jurisdictional channels, and no permanent impacts are anticipated at this time.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures are proposed for plant species:

- Worker Environmental Awareness Training would be performed by a qualified biologist for all work personnel to inform them of the special-status plant species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.
- Focused botanical preconstruction surveys would be performed the flowering season before work at all worksites where ground disturbance is anticipated and suitable habitat for listed species exists.
- If the Kern mallow or Bakersfield cactus is discovered during preconstruction botanical surveys or construction, Caltrans will coordinate with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife as needed to determine the best plan of action to avoid impacts.

The following avoidance and minimization measures are proposed for animal species:

- Worker Environmental Awareness Training would be performed by a qualified biologist for all work personnel to inform them of the special-status species potentially within the work area, protective measures, reporting procedures, and consequences of violating environmental laws and permit requirements.
- A qualified biologist will be present at the construction site during initial ground-disturbing activities and for activities in habitat that may contain the species.
- Active San Joaquin antelope squirrel burrows will be marked with a pin flag and avoided with a 50-foot-wide buffer area, where possible.
- If avoidance is not possible, then the burrow will be hand excavated by a biological monitor with a current San Joaquin antelope squirrel handling permit.
- Environmentally Sensitive Area fencing will be installed at the limit of the project impact area at all culverts that contain suitable San Joaquin antelope squirrel habitat prior to the start of ground-disturbing activities. Environmentally Sensitive Area fencing installation and removal will be monitored by a biological monitor or biologist approved by Caltrans, the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife.
- A preconstruction visual survey would occur. All habitat within the project impact area that could support this species will be included in the preconstruction survey area. If any special-status species is present within

the project impact area, work will cease, and the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife will be contacted. To the greatest extent practicable, efforts will be made to avoid the species' potential habitat.

- Preconstruction/pre-activity surveys will be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox. Camera stations will be set up at potential dens in the project impact area.
- Project-related vehicles will observe a daytime speed limit of 20 miles per hour throughout the site in all project areas, except on county roads and state and federal highways. Requiring low speed limits within the construction site will lessen the probability that special-status species could be run over by vehicles and equipment.
- All steep-walled trenches or excavations deeper than 12 inches will include escape ramps. At least one escape ramp will be provided in any onsite trenches or excavations at no more than a 2:1 slope. Such trenches or excavations will be inspected for wildlife immediately prior to backfilling.
- Any holes, trenches, or excavations without escape ramps that will not be filled within the working day must be covered overnight and inspected prior to beginning work on the following day.
- To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than 2 feet deep will be covered at the close of each working day by plywood or similar materials or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they will be thoroughly inspected for trapped animals.
- Food trash and other garbage that may attract wildlife to the work area will be disposed of in closed containers and removed at the end of each workday. Feeding of any wildlife will be prohibited.
- All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored at a construction site for one or more overnight periods will be thoroughly inspected for kit foxes before the pipe is used or moved in any way.
- Use of rodenticides and herbicides in project areas will be restricted.
- Firearms, except by qualified and permitted public safety agents, and pets will not be permitted on the work site.
- If natal/pupping dens are discovered within the project area or within 200 feet of the project impact area, the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife will be immediately notified.

- Proposed buffers may include a 250-foot-wide no-disturbance buffer to be established around natal dens, a 150-foot-wide no-disturbance buffer around known dens, and a 50-foot-wide no-disturbance around potential or atypical dens. Disturbance to all San Joaquin kit fox dens will be avoided to the maximum extent possible.
- To the extent possible, a biologist will be available on-call during all construction periods when not present onsite.

The following mitigation measure is proposed for the San Joaquin (Nelson’s) antelope squirrel.

- Compensation for loss of habitat through purchase of credits from a mitigation bank, preservation of habitat, or enhancement or restoration of habitat as identified through coordination with the California Department of Fish and Wildlife.

Waters and Wetlands

The project would obtain a 401 Water Quality Certification from the Regional Water Quality Control Board.

The project would also obtain a 1602 Lake and Streambed Alteration Agreement because this permit is required for impacts to natural channels, including ephemeral drainages. However, because no permanent impacts to 1602 jurisdictional channels are anticipated, no compensatory mitigation is proposed.

2.1.5 Cultural Resources

Considering the information provided in the screening memo dated August 17, 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Considering that the project would repair bridge structures, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the Alquist-Priolo Earthquake Fault Zones Map viewed at <https://maps.conservation.ca.gov/cgs/EQZApp/> and <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=landslides> on November 18, 2021, the information included in the Water Quality Memorandum dated March 16, 2022, and the Paleontological Identification Report dated January 31, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> ii) Strong seismic ground shaking? 	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> iii) Seismic-related ground failure, including liquefaction? 	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change technical report dated March 15, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

a, b) This project would repair bridge structures on State Route 119 and State Route 99 in Kern County. The route's main purpose is to serve local agricultural and petroleum production-related traffic needs, as well as provide a corridor for truck traffic.

Environmental Consequences

a, b) This project would not add capacity to the highway. There would be no increase in operational emissions because the project would repair bridge structures. With the implementation of construction greenhouse gas reduction measures, impacts would be less than significant.

Construction greenhouse gas emissions for the project were calculated using Caltrans' Construction Emissions Tool (CAL-CET) v1.1. Project construction is expected to generate approximately 335 tons of carbon dioxide (CO₂) during 90 working days.

While some construction greenhouse gas emissions would be unavoidable, implementing standard conditions or Best Management Practices designed to reduce or eliminate emissions as part of the project would reduce impacts to less than significant.

Avoidance, Minimization, and/or Mitigation Measures

Measures to reduce greenhouse gas emissions include the following:

- Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.
- Encourage improved fuel efficiency from construction equipment.
- Construction Environmental Training: Supplement existing training with information regarding methods to reduce greenhouse gas emissions related to construction.
- Lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities.
- Reduce need for electric lighting by using ultra-reflective sign materials that are illuminated by headlights.

No mitigation is needed.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment dated March 17, 2022, the Noise Compliance Memorandum dated March 17, 2022, and the

California Department of Forestry and Fire Protection’s Fire Hazard Severity Zone Maps, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Memorandum dated March 16, 2022, and the Location Hydraulic Study signed June 13, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

2.1.11 Land Use and Planning

Considering that the project would repair bridge structures the improvements would not affect the land use of properties next to the highway, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering that the project would not acquire any new right-of-way, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the Noise Memorandum dated March 17, 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact

Question—Would the project result in:	CEQA Significance Determinations for Noise
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

2.1.14 Population and Housing

Considering that the project would not add capacity to the highway or acquire any new right-of-way, the following determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering that the project would not affect any government facilities or trigger the need for new facilities or government services, the following determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering that the project would not affect parks or recreational facilities or trigger the need for more recreational facilities to be constructed, the following determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Considering that this maintenance project would not add capacity to the highway or reconfigure the roadway, the following determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information in the screening memo dated August 17, 2020, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Considering that the project is a highway maintenance project and would not trigger the need for utilities and service systems, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information in the California Department of Forestry and Fire Protection's Fire Hazard Severity Zone Maps and information in the Climate Change technical report dated March 15, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Wildfire
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

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September 2022

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

A handwritten signature in black ink, appearing to read 'Tony Tavares', is written over a horizontal line.

TONY TAVARES
Director

“Provide a safe and reliable transportation network that serves all people and respects the environment”

Appendix B Federal Endangered Species Act Determinations

Species	Scientific Name	Status	Federal Endangered Species Act Determination
Buena Vista Lake ornate shrew	<i>Sorex ornatus relictus</i>	Federal Endangered	No effect
Giant kangaroo rat	<i>Dipodomys nitratoides exilis</i>	Federal Endangered	May affect, not likely to adversely affect
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	Federal Endangered	May affect, not likely to adversely affect
Tipton kangaroo rat	<i>Dipodomys nitratoides</i>	Federal Endangered	No effect
California condor	<i>Gymnogyps californianus</i>	Federal Endangered	No effect
Blunt-nosed leopard lizard	<i>Gambelia sila</i>	Federal Endangered	May affect, not likely to adversely affect
Giant garter snake	<i>Thamnophis gigas</i>	Federal Threatened	No effect
Green sea turtle	<i>Chelonia mydas</i>	Federal Threatened	No effect
California red-legged frog	<i>Rana draytonii</i>	Federal Threatened	No effect
Delta smelt	<i>Hypomesus transpacificus</i>	Federal Threatened	No effect
Monarch butterfly	<i>Danaus plexippus</i>	Candidate	No effect
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Federal Threatened	No effect
Bakersfield cactus	<i>Opuntia basilaris var. treleasei</i>	Federal Endangered	May affect, not likely to adversely affect
Kern mallow	<i>Eremalche parryi</i> spp. <i>kernensis</i>	Federal Endangered	May affect, not likely to adversely affect

List of Technical Studies Bound Separately (Volume 2)

Air Quality Memorandum

Noise Memorandum

Energy Analysis Memorandum

Water Quality Memorandum

Natural Environment Study

Location Hydraulic Study

Historical Resources Memorandum

Cultural Resources Memorandum

Hazardous Waste Memorandum

- Initial Site Assessment

Paleontological Identification Report

Climate Change Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

G. William "Trais" Norris III
District 6 Environmental Division
California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, California 93726

Or send your request via email to: trais.norris@dot.ca.gov
Or call G. William "Trais" Norris III at 209-601-3521

Please provide the following information in your request:

Kern Bridge Repairs Project

State Route 119 and State Route 99 in Kern County

06-KER-119, 99-PM 4.41, 4.65/26.78

Project ID number 0620000068